





## INSURANCES.

## NOTICE.

QUEEN FIRE INSURANCE COMPANY.

Underwritten are prepared to accept Risks on First Class Goods at 2 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1887. 193

## LANCASHIRE INSURANCE COMPANY.

## (FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

Underwritten are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARNER & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

## Today's Advertisements.

## NOTICE.

I HAVE this day ESTABLISHED myself as a SHARE and GENERAL BROKER.

H. H. LIGHTWOOD, Club Chambers.

Hongkong, May 30, 1887. 1022

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

The Co.'s Steamship *Zafra*, Captain Taylor, will be despatched for the above Ports on WEDNESDAY, the 1st June, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, May 30, 1887. 1021

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thalia*, Capt. GODDARD, will be despatched for the above Ports on FRIDAY, the 3rd June, at Noon.

For Freight or Passage, apply to DOUGLAS LARACAT & Co., General Managers.

Hongkong, May 30, 1887. 1023

## FOR KOBE (DIRECT).

The Steamship *Sakura*, Captain ROSE, will be despatched as above on FRIDAY, the 3rd June.

For Freight or Passage, apply to GEO. R. STEVENS & Co.

Hongkong, May 30, 1887. 1020

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR TIENTSIN.

The Steamship *Nanning*, Captain PERKINS, will be despatched as above on MONDAY, the 6th June.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, May 30, 1887. 1019

## AUSTRIO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

(Taking cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and AFRICAN PORTS.)

The Co.'s Steamship *Bernice*, Captain C. SUTHERLAND, will be despatched as above on FRIDAY, the 10th June, at Noon.

For further Particulars, regarding Freight and Passage, apply to the Agents of the Company, FRAYS CENTRAL.

O. BAHRACH, Agent.

Hongkong, May 30, 1887. 1024

## SHIPPING.

## ARRIVALS.

May 28, 1887.—*Freya*, Danish str., 462, Chas. A. Lund, Halphong May 26, General—ARRIVALS, KARRE & Co.

May 29.—*Triumph*, German steamer, 675, J. Moos, Hamburg April 7 and Singapore May 23, General—ARRIVALS, KARRE & Co.

*Chera*, German steamer, 674, O. Christensen, Toulon May 22, and Quinhon 24, General—WILKES & Co.

*Zafra*, British steamer, 676, R. M. Talbot, Manila May 26, General—RUSSELL & Co.

*Kong Beng*, British steamer, 682, F. W. Phillips, Bangkok May 23, General—WILKES & Co.

*Anten*, German steamer, 396, E. Aereboe, Pakhoi May 22, and Hailong 28, General—WILKES & Co.

*Thalia*, British steamer, 1,971, W. D. Madia, Yokohama May 24, and General—P. & O. S. N. Co.

*Marcia*, British steamer, 1,060, A. McIntosh, Nagasaki May 24, and TAKASIMA COLLEGE AGENT.

May 30.—*Independent*, German steamer, 871, A. Harzenwikel, Nowehang and Chiofo May 23, Bann—WILKES & Co.

*Duffa*, British steamer, 536, John Watt, Haiphong May 27, General—R. M. T. MARY.

*Tenot*, British str., 1,347, D. McCorkindale, Saigon May 26, Rice and Paddy—ADAMSON, BELL & Co.

*Chingta*, British steamer, 1,459, J. D. C. Artley, Australia, Port Darwin May 21, General and Coal—BUTTERFIELD & SWIRE.

*Ancona*, British steamer, 3,132, J. P. Hassall, Bombay May 14, and Singapore 25, Mails and General—P. & O. S. N. Co.

DEPARTURES.

May 29.—*Mercury*, for Yokohama.

*Alban*, for Saigon.

*Fushun*, for Shanghai.

*Partridge*, for Yokohama.

*Moskva*, for Nagasaki.

May 30.—*Actin*, for Haiphong.

*Chingta*, for Haiphong.

## POST OFFICE NOTICES.

## MAILS will close:—

For NAGASAKI.—*For Teitaro*, at 9.30 a.m., on Tuesday, the 31st inst.

For FOOCHOW.—*For Gudrie*, at 11.30 a.m., on Tuesday, the 31st inst.

For HAIPHONG.—*For Freya*, at 5 p.m., on Tuesday, the 31st inst., instead of unsupervisedly notified.

For AMOY AND MANILA.—*For Zafra*, at 3.30 p.m., on Wednesday, the 1st June.

For YOKOHAMA.—*For Bayley*, at 3.30 p.m., on Wednesday, the 1st June.

For STRAITS & BOMBAY.—*For Kober*, at 2.30 p.m., on Friday, the 3rd June.

For NAGASAKI, KOBE & YOKOHAMA.—*For Thalia*, at 5 p.m., on Friday, the 3rd June.

For SINGAPORE.—*For Nibe*, at 10.30 a.m., on Monday, the 6th June.

## MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Reitia* will be despatched on THURSDAY, the 2nd June, with Mails for the United Kingdom, Europe, and countries beyond, via Suez, to the Straits Settlements, Netherlands India, Burma, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

## MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Occasion* will be despatched on THURSDAY, the 2nd June, with Mails for the United Kingdom, Europe, and places beyond, via Suez, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

## HOURS OF CLOSING.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet.

Day of Departure.

Noon.—Money Order Office closes.

2 p.m.—Registry of Letters closes. Posting of all printed matter and packets ceases.

3 p.m.—Mail closed, except for Late Letters.

3.10 p.m.—Letters may be posted with Late Fee of 10 cents until 3.30 p.m.—When the Post Office closes entirely.

3.40 p.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

## Money Orders.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places:—

Amoy. \* Madeira.

\* Azores Is. \* Malta.

\* Belgium. \* Mauritius.

\* Bermuda. \* Natal.

\* Canada. \* New South Wales.

\* Cape Colony. \* New Zealand.

\* Ceylon. \* North Borneo.

\* Cyprus. \* Ningpo.

\* Denmark. \* Port Darwin.

\* Egypt. \* Portugal.

\* Falkland Is. \* Queensland.

\* Finland. \* Rangoon.

\* Germany. \* S. Helena.

\* Gibraltar. \* Seychelles.

\* Gold Coast. \* Shanghai.

\* Hankow. \* South Australia.

\* Hawaii. \* Straits Settlements.

\* Hongkong. \* Swatow.

\* Iceland. \* Sweden.

\* India. \* Switzerland.

\* Japan. \* United Kingdom.

\* Lagos. \* Victoria.

\* Madras. \* Western Australia.

\* Manila. \* West Indies (British).

\* Mauritius. \* Denmark, and Dutch.

2.—Orders on the Countries marked \* are granted through the London Post Office, and are paid less a small discount of about 24 in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the Order is drawn in):

Up to £ 2, or \$10, or R 20,.....0.20 cents.

" 2 5, or \$25, or R 25,.....0.50 "

" 2 7, or \$27, or R 27,.....0.60 "

## MEMOS. FOR TO-MORROW.

## Miscellaneous.

Claims against the *Japan* must be made on or before the 1st June.

Goods per *Denbighshire* undelivered after this date subject to rent.

General Memoranda.

WEDNESDAY, June 1.

Goods per *Steamer Oceanic* undelivered after Noon subject to rent.

THURSDAY, June 2.

Claims against the *Lord of the Isles* must be sent in to Messrs Russell & Co., on or before this date.

FRIDAY, June 3.

Final Call of \$5 per Share of The Panton & Sughie Das Samant Mining Co., Ltd., payable at H.K. & S'hai Bank.

Goods per *Denbighshire* undelivered after this date subject to rent.

9 p.m.—Meeting of Zetland Lodge.

MONDAY, June 6.

4 p.m.—Auction of Crown Land at Peak Road, and 5 p.m., at Richmond Road.

A. S. WATSON & CO., LIMITED.

HAVE BEEN APPOINTED SOLE AGENTS

HONGKONG, CHINA AND MANILA, for

MAWSON'S NEW PATENT

WATER FILTERS,

WITH RENEWABLE MEDIUM.

Handbills, showing Construction and Patterns, supplied on application.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY, HONG KONG.

ESTABLISHED 1841.

Hongkong, April 29, 1887. 831

BIRTH.

On the 12th May, at No. 48, Bluff, Yokohama, the wife of R. N. S. JOHN, of a Son.

DEATH.

On the 30th May, at Macao, Mrs. MARGARET E. BENNING, born in Savannah, Georgia, May 27, 1816; aged 71 years.

The publication of this issue commenced at 8.15 p.m.

The China Mail.

HONGKONG, MONDAY, MAY 30, 1887.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

(Via Southern Line).

THE FRENCH MINISTRY.

London, 27th May, 1887.

M. Freycinet has again been requested to form a new Cabinet, but has declined the task owing to opposition to the retention of General Boulanger.

RESULT OF THE OAKS.

London, 27th May, 1887.

Duke of Beaufort's Revue d'Or. First. Mr T. Valentine's St. Helen. Second. Duke of Westminster's Freedom. Third.

THE BULGARIAN SUCCESSION.

London, 28th May, 1887.

Replying to a note from the Porte regarding the Bulgarian succession the Powers agreed upon an exchange of views, but Russia has declined to discuss the question.

(From Le Courrier d'Haiphong.)

Received at Hanoi 23rd May.

THE FRENCH MINISTERIAL CRISIS.

M. Freycinet has informed the President of the Republic that, as his efforts have been in vain, he must give up the mission of forming a new ministry.

ANOTHER RESIGNATION.

M. Delaporte, under Secretary of State to the Navy, has just resigned.

LOCAL AND GENERAL.

PASSED SIZE CANAL.

OUTWARD BOUND.—*Kyongnan*, March 22, Canton, 29; *Bentley*, April 6; *Edith*, Nankai, 12; *Triumph*, 29; *Italian*, Victoria, May 3; *Colombo*, 6; *Asia*, Dardanelles, 10; *Ironside*, 10; *Mermaid*, 15; *Gloucester*, 17; *Shannon*, 20; *Cleopatra*, Orion, 27.

## MEMOS. FOR TO-MORROW.

## Miscellaneous.

Claims against the *Japan* must be made on or before the 1st June.

Goods per *Denbighshire* undelivered after this date subject to rent.

General Memoranda.

WEDNESDAY, June 1.

Goods per *Steamer Oceanic* undelivered after Noon subject to rent.

THURSDAY, June 2.

Claims against the *Lord of the Isles* must be sent in to Messrs Russell & Co., on or before this date.

FRIDAY, June 3.

Final Call of \$5 per Share of The Panton & Sughie Das Samant Mining Co., Ltd., payable at H.K. & S'hai Bank.

Goods per *Denbighshire* undelivered after this date subject to rent.

9 p.m.—Meeting of Zetland Lodge.

MONDAY, June 6.

4 p.m.—Auction of Crown Land at Peak Road, and 5 p.m., at Richmond Road.

A. S. WATSON & CO., LIMITED.

HAVE BEEN APPOINTED SOLE AGENTS

HONGKONG, CHINA AND MANILA, for

MAWSON'S NEW PATENT

WATER FILTERS,

WITH RENEWABLE MEDIUM.

Handbills, showing Construction and Patterns, supplied on application.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY, HONG KONG.

ESTABLISHED 1841.

Hongkong, April 29, 1887. 831

BIRTH.

On the 12th May, at No. 48, Bluff, Yokohama, the wife of R. N. S. JOHN, of a Son.

DEATH.

On the 30th May, at Macao, Mrs. MARGARET E. BENNING, born in Savannah, Georgia, May 27, 1816; aged 71 years.

The publication of this issue commenced at 8.15 p.m.

The China Mail.

HONGKONG, MONDAY, MAY 30, 1887.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

(Via Southern Line).

THE FRENCH MINISTRY.

London, 27th May, 1887.

M. Freycinet has again been requested to form a new Cabinet, but has declined the task owing to opposition to the retention of General Boulanger.

RESULT OF THE OAKS.

London, 27th May, 1887.

Duke of Beaufort's Revue d'Or. First. Mr T. Valentine's St. Helen. Second. Duke of Westminster's Freedom. Third.

THE BULGARIAN SUCCESSION.

London, 28th May, 1887.

Replying to a note from the Porte regarding the Bulgarian succession the Powers agreed upon an exchange of views, but Russia has declined to discuss the question.

(From Le Courrier d'Haiphong.)

Received at Hanoi 23rd May.

THE FRENCH MINISTERIAL CRISIS.

M. Freycinet has informed the President of the Republic that, as his efforts have been in vain, he must give up the mission of forming a new ministry.

ANOTHER RESIGNATION.



operation with the community on that date. It was considered impracticable to hold the rejoicing in June, as there would not be sufficient time to make the necessary preparations, and as it had been ascertained that the Chinese community would not be able to co-operate with the British Community, the illuminations &c., were held in that month. It is also hoped that by postponing the date the Admiral and the fleet will be able to be present to take part in the rejoicings. The Plebiscite having shown that the erection of a Statue was the form of permanent memorial most largely subscribed to, the Committee have determined to issue subscription lists at once to raise a fund for the erection of a Statue and for general illuminations and rejoicings. It is estimated that a Statue will cost at least \$30,000. Of this amount it is hoped the Government will contribute \$10,000, the British community \$10,000, and the Chinese community \$10,000. In fact the Chinese residents at the suggestion of Mr. Ho Anui, the Chairman of the Chinese Jubilee Committee, have already voted that a sum of \$10,000 be contributed towards the fund to be raised by the British Community. At the Committee meeting held on Saturday, the Hon. C. P. Chaker was elected Hon. Treasurer and Mr. J. H. Stewart-Lockhart, Hon. Secretary, of the Jubilee Committee.

## NOTES FROM JAPAN.

Truly Japan is a beautiful country, and the Japanese are most civil and polite, but all the same they have a most honest hatred for the foreigner and an equally honest liking for his money: they are particularly careful not to let those little facts come to the surface, however, and casual observers are most apt to think that the gloss is all gold, but close observation will convince most people that there is a deal of pinbuck mixed with it. Possibly time and civilization may effect a cure, but there are a good many bitter lessons to be learnt in the interval. The first thing a stranger notes when visiting the Treaty Ports is the utter want of faith in the Japanese commercial morality entertained by the foreign merchants. No Japanese will be trusted in the same manner after he has said "Patience Boko." That is the first lesson for the Japanese to learn, and now that the country are taking to commercial pursuits experience will demonstrate to them the necessity for it. The Japanese have far more conceits of themselves than any other people breathing the breath of life, and have no need to re-echo the Scotchman's prayer, "Lord gie us a guid conceit o' ourselves." At the same time they are in mortal terror that foreigners, and notably the Chinese, are going to swallow up their country. They seem to have taken to Railways like ducks to the water. Everything is conducted English fashion, down to the shouting of the names of the Stations and the Guard's "Tickets, please." Tourists wishing to see the interior can now make a very enjoyable trip by taking passage from Yokohama to Yokkoichi, a run of about 20 hours. Steamers leave nearly every day, but the best for foreigners is the *Nagoya Maru*. She will be found very comfortable, with an excellent table and a pleasant Captain. From Yokkoichi small steamers run daily to Miya, which is simply a long street connecting with Nagoya, from which place the Railway now runs right through to Naha-hama on Lake Biwa, where you can take steamer to Otsu and on to Kioto by train. The steamer takes 4 hours from Naha-hama to Otsu, and to Kioto per rail is one hour more. Time Tables in English hang in the Station at Otsu. Another route is to take steamer which leaves Yokkoichi daily for Yamada, and from there reach Otsu by jinrickshaw, which will take about seven days. Yamada's Hotel near the landing place at Yokkoichi will be found very clean and comfortable, but the people speak no English. They will label your baggage and measure your ticket for small amount, and if bound to Nagoya will frank you, their friends of Shinjuku's "Hotel de Progress," where they speak a little English and have a first-rate cook from Tokio and supply foreign food and liquor.

The railway officials will weigh every pound of your baggage, including your travelling rug; from Nagoya to Yokohama the rate is moderate, from Otsu to Kioto double and from Kioto to Kobe treble the first-class rate, and if the railway authorities are who they will equalize the rates as far as foreigners are concerned; it certainly seems peculiar that the same baggage should weigh more on different lines of rail and that the rates should increase in proportion the nearer one gets to Kioto.

The fare from Nagoya to Naha-hama is 1 yen 55 sen, Second class—there is no first class till you get to Otsu. Kioto is well known to need description, but travellers will be glad to learn that the thief who was concerned in the robbery from the Ye-ami Hotel has been caught and a large amount of property recovered, which will remove the stigma forced on the Japanese "Police by their former failures, and exonerate the proprietor of the Hotel, who was greatly concerned by the bad name his establishment was getting by these mysterious robberies.

Ye-ami Hotel has one of the finest situations in Japan and might be the queen of Japanese Hotels, but is not. A visit to Hongkong by the proprietor, to see how things are done in the Hongkong Hotel, would tend greatly to improve matters. It requires something like a surgical operation to get any trustworthy information from the Hotel people. The servants are lazy and the house is infested by cat dealers, and the charges too high for what you get in return. It is but justice to the manager to state that he appears most anxious to please his patrons, but does not seem to know exactly how to go about it, but notwithstanding, a visit to Kioto is well worth making for those who have the time, and the account of the-yen-zan and descent of the rapid of the Katsuragawa will alone repay the traveller who cares for fine scenery.

## NOTES FROM NATIVE PAPERS.

The *Singapore Free Press* has been very kind to the Editor of the *China Mail* to publish the Sibirian line of railways straight on to Vladivostok.

An epidemic is now raging at Chinkiang, to which numbers of persons and animals are dying daily. The steamers visiting the port are afraid to stop long, for fear of the disease.

The same paper says that a new difficulty has supervened in the matter of the weighing tons, owing to the foreign purchasers weighing in such a manner as to gain three pounds advantage in each chest.

It also publishes a proclamation by the Governor of North Borneo, Shampa, and Sintang, offering one English acre gratis each adult Chinese, with half an acre more for each child over 10, who may be willing to clear and cultivate it within five years. No fees chargeable, and houses allowed for 99 years at a yearly rental of 10 cents an acre, and 5 cents for each additional acre. The Chinese must be after cultivation and receipt of a duly stamped lease, and as many more acres as the lessee likes may be purchased at 50 cents the acre at the same annual rate. If the rent be unpaid for three successive years the land reverts to government. Perfect freedom to all, but secret societies forbidden.

## Corea.

(From *Nagasaki Express Correspondent*.)  
Seoul, May 11th.

On the 8th inst., the Chinese gunboat *Tsun-Kiang* arrived at Chemulpo, and was followed by the *Wai-Chen*, *Tung-Yei*, *Chung-Yen*, and the *Wai-Chen*. Three more Chinese men-of-war are expected tomorrow. Much speculation is rife as to their particular object in coming, but the fact probably is that some diplomatic business is going on between the Chinese and the Korean authorities, and the fleet are rendezvousing here to produce an effect favourable to the Chinese.

From the interior of the country come continued complaints of Chinese who travel through the country, and accuse the Chinese authorities have captured up to the present about thirty of these depredators, all of whom, it is said, were summarily executed at the Chinese Legation.

Similar complaints are also being received of depredations along the coast, by Chinese pirates, disguised as fishermen, who, in addition to robbing, carry on an extensive illicit traffic, which the Customs are powerless to prevent.

## THE WRECK OF THE "EUROPA."

The *Japan Mail* of the 17th inst. gives the following account of the wreck of the *Europa*—Further details as to the wreck of the whaler *Europa*, on Kamsishi, have been obtained from the captain of the vessel, who arrived here on Sunday last from Hakodate. The *Europa* was one of the whalers owned by the *Europa* Co., of San Francisco, and was a ship of 200 tons, owned in New Bedford, left San Francisco on November 30th. The trip was a pleasant one, and eventually the ship was bound for the coast of Japan, and was off the coast of Japan, having on board about 4,500 gallons of oil. The Captain meant to pass into the Okhotsk Sea through the Pico Channel, but the weather was extremely unfavourable, and he was kept dodging about for three days, and the night came by the east coast of Kamsishi. After losing some sails he stood out to the north-east, and at length on the 11th of last month got an observation a short distance to the south-east of the southern extremity of the island of Kamsishi. On the following day, towards dusk, he sighted land which he felt convinced was this southern cape of Kamsishi, and he therefore steered a south-westerly course to gain the middle of the Pico Channel. The ship was surrounded by ice, and snow was falling heavily—the wind blowing a gale from the E. S. E., and he was most anxious to get out of his awkward position to windward of the islands and pass through the channel. About eight o'clock, however, the drift of ice had increased so much that he found it impossible to carry on, and the ship was put about and headed for the open sea. In less than half an hour afterwards she took the ground. The masts went away, and the crew remained on board all night, landing the next morning by hauling the boats over the ice, and saving their personal effects and a quantity of provisions. Two of the men had been washed overboard during the night, but in both cases they were rescued in time to save them. The Captain and crew remained in houses near at hand for three or four days, and eventually the former chartered a small schooner to take most of the men to Nemuro. A good deal of difficulty seems to have been found in getting the men ashore, though much broken up below, but been saved by her strong construction from going to pieces, but eventually she was knocked down at Anpou for \$2,500.

The captain of the *Europa* states that the schooner *Arctic* is at anchor in the bay, and that the schooner was lying safely and aground in one of the bays which most charts carefully omit to indicate on what may be called the north-eastern arm of Kamsishi, three of her boats being still aground in an adjacent bay. The *Arctic* is a small boat, but she has the shore that the boats' crew, leaving their boats and walking along the coast, could communicate with the ship by signal—but in that way alone—and the former had to proceed a distance of about 10 miles, to reach the crew of the *Europa*, who were situated, in order to obtain provisions of which ample supplies were given them.

A writer has used a black man in America, and while the trial was proceeding the fugitives came to an amicable settlement. The counsel for the plaintiff announced this, even instance to the court. "The agreement must be in writing," said the judge. "We have it here in black and white," replied the counsel, pointing to the parties; "what more is necessary?"

Two ladies, who had not seen each other for years, recently met in the street. They recognized each other, after a time, and their recognition was cordial.

"So delighted to see you again. Why, you are scarcely altered."

"So glad, and how little changed you are. Why, how long is it since we met?"

"About ten years."

"And why have you never been to see me?"

"My dear, just look at the weather we have had."

An elderly French epistole, of irascible temper, gave a Chinese mandarin a severe one with her umbrella the other day, after mistaking him for a waiter. It appears that the great jester, and being, like most elderly epistoles, of a somewhat inquisitive nature, she asked him how many sons he had. The mandarin answered her question in great scorn, and the Chinese epistole, by repeating her own words, and inquiring how that mandarin now walks round, said, "This mandarin is decorated with black outposts, and a very rumpled, scraggy pigtail is attached to it. He also wears a long, thin, pointed hat, and his 'ladies' are best in Hades." "By Jove, he's only a 'Heaven Chinee'."

## NEWS BY THE ENGLISH MAIL.

The *P. & O. Co's* steamer *Arcturion* arrived here this evening with the London mail of the 25th ultimo. From our Ceylon exchanges we take the following telegrams—

THE EVACUATION OF EGYPT.  
London, May 14.—In the House of Commons last night Sir James Fergusson replying to a question, said he hoped before long to be in a position to give the House complete information regarding the Egyptian situation.

He said the report that it had been agreed that the evacuation of Egypt by British should take place in not less than two or more than five years was totally incorrect.

THE PARALLEL IN HEALTH.  
Mr. Farnell arrived here on Sunday last, and has gone to recruit at Bournemouth.

RULAND PROCLAIMED BRITISH TERRITORY.  
Cape Town, May 13.—All Zululand with the exception of the new republic has been proclaimed British territory.

THE OCEAN AND THE COMMISSIONERS.  
St. Petersburg, May 13.—The *Ozark* 6-day received Sir West Ridgeway, and the other Commissioners at Gatchina.

WILLIAM O'BRIEN IN CANADA.  
New York, May 12.—Mr. William O'Brien arrived at Montreal on Sunday last.

THE ROMAN CATHOLIC CLERGY CONDEMNED HIS ACTION.  
Sir Drummond Wolff made certain proposals regarding the data for the evacuation of Egypt by the British, and other minor points.

Certain principles relative to the neutralization of the Suez Canal were laid down which will have the effect of securing protection to Egypt from foreign attacks. The date of the next meeting has not been fixed.

Pending submission to the Sultan, of decisions arrived at to-day there is every reason to believe that the Egyptian question has entered a stage which promises an early settlement of the difficulty.

THE DUKE OF CONNAUGHT AND THE JUBILEE.  
London, May 13.—In the House of Commons last night the Duke of Connaught and Stratford returned to England for the second time since the 21st against 45 votes.

A long debate took place, the Radicals strenuously opposing exceptional treatment to be accorded to a General, formerly member of blood royal.

OPENING OF THE PEOPLE'S PALACE MILK-END, EARL LONDON.

London, May 15.—The Queen, accompanied by Her Royal Highnesses the Prince and Princess of Wales and other members of the Royal family, opened the People's Palace at Milk End yesterday.

On Her Majesty's arrival at Paddington Station from Windsor a cortege consisting of five open carriages with escort of Life Guards was formed and stood off for the East End, Mr. Holborn, where Her Majesty was received by the Lord Mayor and members of the Corporation, who escorted the Royal party as far as Aldgate.

The whole route was lined with Volunteers and Regulars—ten thousand of the former and five thousand of the latter being employed in the performance of this duty.

The sight through the City and the East End was a splendid one.

Houses were crowded from top to bottom, and the streets were literally packed by dense masses of people who had flocked in from all parts.

The enthusiasm as Her Majesty's carriage came in sight at different stages of the route was immense, and the cheering was one deafening roar.

All the houses and public buildings were gaily decorated with flags and bunting.

Seldom if ever has a royal visit been attended by a greater ovation.

Everything passed off most successfully, the weather being brilliant and the crowds on board all night, landing the next morning by hauling the boats over the ice, and saving their personal effects and a quantity of provisions. Two of the men had been washed overboard during the night, but in both cases they were rescued in time to save them.

The Captain and crew remained in houses near at hand for three or four days, and eventually the former chartered a small schooner to take most of the men to Nemuro. A good deal of difficulty seems to have been found in getting the men ashore, though much broken up below, but been saved by her strong construction from going to pieces, but eventually she was knocked down at Anpou for \$2,500.

The captain of the *Europa* states that the schooner *Arctic* is at anchor in the bay, and that the schooner was lying safely and aground in one of the bays which most charts carefully omit to indicate on what may be called the north-eastern arm of Kamsishi, three of her boats being still aground in an adjacent bay. The *Arctic* is a small boat, but she has the shore that the boats' crew, leaving their boats and walking along the coast, could communicate with the ship by signal—but in that way alone—and the former had to proceed a distance of about 10 miles, to reach the crew of the *Europa*, who were situated, in order to obtain provisions of which ample supplies were given them.

A writer has used a black man in America, and while the trial was proceeding the fugitives came to an amicable settlement. The counsel for the plaintiff announced this, even instance to the court. "The agreement must be in writing," said the judge. "We have it here in black and white," replied the counsel, pointing to the parties; "what more is necessary?"

Two ladies, who had not seen each other for years, recently met in the street. They recognized each other, after a time, and their recognition was cordial.

"So delighted to see you again. Why, you are scarcely altered."

"So glad, and how little changed you are. Why, how long is it since we met?"

"About ten years."

"And why have you never been to see me?"

"My dear, just look at the weather we have had."

An elderly French epistole, of irascible temper, gave a Chinese mandarin a severe one with her umbrella the other day, after mistaking him for a waiter. It appears that the great jester, and being, like most elderly epistoles, of a somewhat inquisitive nature, she asked him how many sons he had. The mandarin answered her question in great scorn, and the Chinese epistole, by repeating her own words, and inquiring how that mandarin now walks round, said, "This mandarin is decorated with black outposts, and a very rumpled, scraggy pigtail is attached to it. He also wears a long, thin, pointed hat, and his 'ladies' are best in Hades." "By Jove, he's only a 'Heaven Chinee'."

## NEWS BY THE AUSTRALIAN MAIL.

The China Navigation Co's steamer *Ching-tai* Captain Arthur, arrived here from Australia this afternoon. From our exchanges we extract the following telegrams—

THE NEW HEBRIDES.  
London, May 12.—In the House of Lords to-day a question was put to the Government in reference to the present state of the negotiations between England and France regarding the evacuation of the New

Hebrides by the French. Lord Salisbury, in replying, said the Government had received assurance from France that the latter had no intention of remaining permanently in the New Hebrides. The purpose there would only be retained for the purpose of establishing a policy, with the view to the preservation of order. Lord Salisbury added that he expected a message from the French Government during the present week. Great Britain had not the slightest intention of departing from the obligation which rested upon both countries to maintain the autonomy of the New Hebrides.

THE FRENCH FLEET IN THE MEDITERRANEAN.  
London, May 4.—The French press in Paris is furious at the comments of the English journals on the presence of a large French fleet in the Mediterranean.

THE PACIFIC CABLE COMPANY.  
London, May 4.—The Pacific Cable Company have announced that they will be content with a subsidy of 275,000 per annum.

THE TOLL RATES.  
London, May 4.—Sir Graham Berry has asked the British Postmaster-General to arrange for a three-penny direct ocean postal rate, avoiding the overland part of the postal service. Mr. Caird has replied in reply that he was doubtful whether the present arrangement with France and Italy would permit of such an arrangement.

THE PRODUCTION OF "LOHENGGRIN" IN PARIS.  
London, May 5.—The production of Wagner's opera of "Lohengrin" in Paris has occasioned noisy riots in that city.

DRUMMOND WOLFE IN ST. PETERSBURG.  
London, May 5.—The Marquis Drummond Wolfe, who is now in St. Petersburg, has placed his services at the disposal of Russia in any military campaign in Asia.

THE REBELLION IN AFGHANISTAN.  
London, May 5.—The Indian papers, which published the statement to the effect that the Shinwaris held the Khyber Pass and the adjacent hill country, also assert that the Amir's troops have been routed by the insurgents.

THE BOAR DOCTORS.  
London, May 5.—A committee is being organized in the House of Commons to deal with the general shipping trade of Great Britain, and also a committee to take into consideration the question of sugar bounties. In the latter case it is understood that the inquiry will extend to the taking of evidence with regard to the systems in vogue in Germany and France, and the extent to which the culture of beetroot is carried on in the Continent. It is also probable, in view of the recent discussion of the question of French troops in the New Hebrides as a subject of grave apprehension.

THE TIMES' AND MR. DILLON.  
London, May 5.—The debate on the alleged breach of privilege by *The Times*, in having demanded any connection with the Shinwaris held the Khyber Pass and the adjacent hill country, was further discussed in the House of Commons to-day.

Mr. W. H. Smith, the leader of the Government, made a speech wherein he pointed out that the article in question was a breach of privilege. He proposed that the Attorney-General, with a Queen's counsel selected by the Parliaments members, should institute proceedings against *The Times* in order to test the question.

Mr. Dillon refused to assent, and demanded the appointment of a Select Committee.

The debate was again adjourned.

THE PARLIAMENTS AND OUTRAGES.  
London, May 5.—Speaking last night in the House of Commons, the Marquis of Hartington declared that in his opinion the British Government had no right to interfere with the American section, who had committed the outrages in Ireland, and that the American section should be left to deal with the matter as they saw fit.

THE CANADIAN PACIFIC MAIL ROUTE.  
London, May 5.—The new line of steamers which is to run from Vancouver's Island to Hong Kong, in connection with the Canadian Pacific Railway, has started on its voyage.

BRISBANE, MAY 4.—The Postmaster-General, in speaking at Rockhampton yesterday, in reply to a deputation from the Chamber of Commerce with reference to the proposed route of a single service from England to Canada and Vancouver Island, said there was no immediate prospect of the Government falling in with the project of the Canadian Pacific Railway Company, who wanted a subsidy of \$100,000. All the Government would do would be to pay for the mail service, and to guarantee the route on condition that Brisbane was made the first port of call and the last port of departure by the new service.

THE IMPERIAL CONFERENCE.  
A COMMERCIAL UNION PROPOSED.  
London, May 2.—The Imperial Conference met again to-day. The question of the land defences of Australia, especially the protection of Albany and Thursday Island, was again brought up for discussion. The debate resulted in an understanding of a mutual assistance policy, and a resolution was passed that the Imperial representatives agreed on behalf of the Government to pay a larger sum annually for the defence of the station, which is estimated to be \$100,000. Of this sum, Western Australia will bear the major portion. The exact location of the defence works to be erected at Thursday Island was not settled. The question of providing defensive works at the Gulf of Carpentaria was also discussed at length. The conference, before rising, considered the question of extending colonial jurisdiction to the United Kingdom. The bankruptcy laws will be discussed this afternoon.

London, May 3.—At to-day's sitting of the Imperial Conference, the delegates discussed various tariff questions, with a view to a possible commercial union of the empire. It was generally recognized by the members that a uniformity of tariffs was not attainable, but at the same time a uniform differential duty in favour of British goods, as opposed to foreign products was considered desirable.

London, May 3.—During the discussion which took place at the Imperial Conference to-day on the subject of the Commercial Union of the Empire, and the colonies, should impose differential duties against foreign nations.

The delegates agreed that it was desirable to promote a closer commercial union between England and the colonies, but held that the initiative in the matter must be taken by England.

London, May 4.—The delegates to the Imperial Conference proceeded to Windsor to-day for the purpose of presenting the Imperial addresses to the Queen. Some valuable gifts at the same time were offered and accepted by her Majesty.

May 5.—The Queen received the delegates separately yesterday, each colony presenting separate addresses. Afterwards the whole of the Imperial representatives were received together, when a joint address was presented.

The delegates agreed that it was desirable to promote a closer commercial union between England and the colonies, but held that the initiative in the matter must be taken by England.

London, May 4.—The delegates to the Imperial Conference proceeded to Windsor to-day for the purpose of presenting the Imperial addresses to the Queen. Some valuable gifts at the same time were offered and accepted by her Majesty.

May 5.—The Queen received the delegates separately yesterday, each colony presenting separate addresses. Afterwards the whole of the Imperial representatives were received together, when a joint address was presented.

a large quantity of wines and spirits which the delegates had brought with them, and put off with the intention of saving the *Northumberland* was wrecked, and three of her crew were drowned. It is stated that the cargo of the latter was insured for \$100,000.

THE NEW SOUTH AUSTRALIAN LEAK.  
London, May 2.—It is believed that the New South Australian Government loan of £250,000, which has been placed on the London market, will be a success.

THE ADMINISTRATION OF NEW GUINEA.  
London, May 2.—Sir Samuel Griffith has prepared a draft of the bill to be introduced in the Queensland Parliament to give effect to the agreement concluded at the Imperial Conference for the future administration of New Guinea. The bill has been submitted to the Secretary of State for the Colonies (Sir Henry Holland), and approved by him.

THE QUEEN'S JUBILEE.  
London, May 3.—The Jubilee addresses to the Queen, which were presented by the delegates to the Imperial Conference, and the united address of the delegates to the Imperial Conference, are to be presented to Her Majesty to-morrow.

THE OCEAN MAIL SERVICE.  
London, May 2.—The New Zealand Steam Shipping Company have made a proposal to the Shaw, Savill, and Albion Company, Limited, that the two companies should jointly tender for a fortnightly mail service of 39 days from Plymouth to Hobart, for an annual subsidy of £25,000, the duration of the service to be seven years, and for a similar service for an equal subsidy from a point in New Zealand to Plymouth via Cape Horn, the companies to claim the right to cancel the homeward service if the New Zealand Government refuse to accept the contract with the New Zealand Government terminated.

THE EMPEROR OF BRAZIL.  
London, May 3.—The Emperor of Brazil, who was reported a few days ago to be in a critical condition of health, is now recovering.

PRESIDENTATION TO MR. HENRY HOLLAND.  
London, May 3.—The delegates to the Imperial Conference are subscribing for the purchase of a piece of plate which they propose to present to the Secretary of State for the Colonies (Sir Henry Holland) at the close of the Conference, on Monday next.

VISIT TO WINDSOR.  
London, May 3.—The delegates to the Imperial conference will be received by the Queen at Windsor to-morrow, and will then go to the Castle.

THE REVOLT IN AFGHANISTAN.  
London, May 4.—It is stated in several Indian newspapers that the Shinwaris have surrounded the Amir's troops at Jellalabad, and are holding the Khyber Pass and the adjacent hill country.

THE NEW HEBRIDES.  
London, May 3.—*The Times*, in an article published to-day, expresses the opinion that the Australian colonies are right in regarding the presence of French troops in the New Hebrides as a subject of grave apprehension.

London, May 3.—The New Hebrides question formed the subject of discussion in the House of Lords yesterday. The Marquis of Hartington, in the course of his speech, criticized the attitude of Lord Salisbury in the matter as disappointing to the colonies, and urged the necessity for keeping a British man-of-war in the New Hebrides.

Paris, May 3.—*The Temps* of to-day publishes an article on the present phase of the New Hebrides question, in which it states that three solutions of the present difficulty are possible—

1. The absolute autonomy of the Islands.
2. Their being placed under the protection of a single power, either England or France.
3. Their common surveillance by Great Britain and France.

In considering the probable terms of settlement, the *Temps* believes that the last-named alternative is most likely to be adopted.

YENCHO ANNIHILATION IN THE PACIFIC.  
London, May 3.—The Earl of Carnarvon, in referring to the increasing French annexations in the South Pacific, suggested that England and France should include the annihilation of their influence.

THE CANADIAN PACIFIC MAIL ROUTE.  
London, May 3.—The new line of steamers which is to run from Vancouver's Island to Hong Kong, in connection with the Canadian Pacific Railway, has started on its voyage.

BRISBANE, MAY 4.—The Postmaster-General, in speaking at Rockhampton yesterday, in reply to a deputation from the Chamber of Commerce with reference to the proposed route of a single service from England to Canada and Vancouver Island, said there was no immediate prospect of the Government falling in with the project of the Canadian Pacific Railway Company, who wanted a subsidy of \$100,000. All the Government would do would be to pay for the mail service, and to guarantee the route on condition that Brisbane was made the first port of call and the last port of departure by the new service.

THE IMPERIAL CONFERENCE.  
A COMMERCIAL UNION PROPOSED.  
London, May 2.—The Imperial Conference met again to-day. The question of the land defences of Australia, especially the protection of Albany and Thursday Island, was again brought up for discussion. The debate resulted in an understanding of a mutual assistance policy, and a resolution was passed that the Imperial representatives agreed on behalf of the Government to pay a larger sum annually for the defence of the station, which is estimated to be \$100,000. Of this sum, Western Australia will bear the major portion. The exact location of the defence works to be erected at Thursday Island was not settled. The question of providing defensive works at the Gulf of Carpentaria was also discussed at length. The conference, before rising, considered the question of extending colonial jurisdiction to the United Kingdom. The bankruptcy laws will be discussed this afternoon.

London, May 3.—At to-day's sitting of the Imperial Conference, the delegates discussed various tariff questions, with a view to a possible commercial union of the empire. It was generally recognized by the members that a uniformity of tariffs was not attainable, but at the same time a uniform differential duty in favour of British goods, as opposed to foreign products was considered desirable.

London, May 3.—During the discussion which took place at the Imperial Conference to-day on the subject of the Commercial Union of the Empire, and the colonies, should impose differential duties against foreign nations.

The delegates agreed that it was desirable to promote a closer commercial union between England and the colonies, but held that the initiative in the matter must be taken by England.

London, May 4.—The delegates to the Imperial Conference proceeded to Windsor to-day for the purpose of presenting the Imperial addresses to the Queen. Some valuable gifts at the same time were offered and accepted by her Majesty.

May 5.—The Queen received the delegates separately yesterday, each colony presenting separate addresses. Afterwards the whole of the Imperial representatives were received together, when a joint address was presented.

address was presented. Her Majesty, stating that it was a source of great pride and pleasure to know that the loyalty and affection of her colonial subjects had developed along with the prosperity and success of the Empire. Her Majesty also congratulated those present on the results achieved by the Conference.

A grand banquet was given by the Lord Mayor, Sir Reginald Hanson, last night in honour of the colonial delegates. Many distinguished personages were invited to meet the guests. Sir Henry Holland made a speech, and alluded to the success which had attended the deliberations of the Conference, and which was due to the tact and loyalty of the representatives of the colonies.

London, May 5.—The delegates to the Imperial Conference presented the Jubilee addresses to the Queen at Windsor Castle to-day. Her Majesty, in replying to the addresses, expressed her liveliest interest in the steady advance of the colonies in wealth and population, and also in good government.

At the banquet given by the Lord Mayor of London, last night, in honour of the colonial delegates, Mr. Edward Stanhope, Secretary for War, made a speech in the course of which he stated that the Government of Cape Colony had agreed with England upon a scheme of adequate defence for Table Bay. He praised Sir James Lorimer, the Victorian Minister of Defence, for having mastered the conditions of Australian defence. Sir Henry Holland said that although the conduct of the Government had been freely criticised, the delegates in the main approved of the Imperial proposals. Mr. Denkin, who also spoke, remarked that the conference had been the means of settling the confidence which the present contract with the New Zealand Government terminated.

THE EMPEROR OF BRAZIL.  
London, May 3.—The Emperor of Brazil, who was reported a few days ago to be in a critical condition of health, is now recovering.

PRESIDENTATION TO MR. HENRY HOLLAND.  
London, May 3.—The delegates to the Imperial Conference are subscribing for the purchase of a piece of plate which they propose to present to the Secretary of State for the Colonies (Sir Henry Holland) at the close of the Conference, on Monday next.

VISIT TO WINDSOR.  
London, May 3.—The delegates to the Imperial conference will be received by the Queen at Windsor to-morrow, and will then go to the Castle.

THE REVOLT IN AFGHANISTAN.  
London, May 4.—It is stated in several Indian newspapers that the Shinwaris have surrounded the Amir's troops at Jellalabad, and are holding the Khyber Pass and the adjacent hill country.

THE NEW HEBRIDES.  
London, May 3.—*The Times*, in an article published to-day, expresses the opinion that the Australian colonies are right in regarding the presence of French troops in the New Hebrides as a subject of grave apprehension.

London, May 3.—The New Hebrides question formed the subject of discussion in the House of Lords yesterday. The Marquis of Hartington, in the course of his speech, criticized the attitude of Lord Salisbury in the matter as disappointing to the colonies, and urged the necessity for keeping a British man-of-war in the New Hebrides.

Paris, May 3.—*The Temps* of to-day publishes an article on the present phase of the New Hebrides question, in which it states that three solutions of the present difficulty are possible—

1. The absolute autonomy of the Islands.
2. Their being placed under the protection of a single power, either England or France.
3. Their common surveillance by Great Britain and France.

In considering the probable terms of settlement, the *Temps* believes that the last-named alternative is most likely to be adopted.

YENCHO ANNIHILATION IN THE PACIFIC.  
London, May 3.—The Earl of Carnarvon, in referring to the increasing French annexations in the South Pacific, suggested that England and France should include the annihilation of their influence.

THE CANADIAN PACIFIC MAIL ROUTE.  
London, May 3.—The new line of steamers which is to run from Vancouver's Island to Hong Kong, in connection with the Canadian Pacific Railway, has started on its voyage.

BRISBANE, MAY 4.—The Postmaster-General, in speaking at Rockhampton yesterday, in reply to a deputation from the Chamber of Commerce with reference to the proposed route of a single service from England to Canada and Vancouver Island, said there was no immediate prospect of the Government falling in with the project of the Canadian Pacific Railway Company, who wanted a subsidy of \$100,000. All the Government would do would be to pay for the mail service, and to guarantee the route on condition that Brisbane was made the first port of call and the last port of departure by the new service.

THE IMPERIAL CONFERENCE.  
A COMMERCIAL UNION PROPOSED.  
London, May 2.—The Imperial Conference met again to-day. The question of the land defences of Australia, especially the protection of Albany and Thursday Island, was again brought up for discussion. The debate resulted in an understanding of a mutual assistance policy, and a resolution was passed that the Imperial representatives agreed on behalf of the Government to pay a larger sum annually for the defence of the station, which is estimated to be \$100,000. Of this sum, Western Australia will bear the major portion. The exact location of the defence works to be erected at Thursday Island was not settled. The question of providing defensive works at the Gulf of Carpentaria was also discussed at length. The conference, before rising, considered the question of extending colonial jurisdiction to the United Kingdom. The bankruptcy laws will be discussed this afternoon.

London, May 3.—At to-day's sitting of the Imperial Conference, the delegates discussed various tariff questions, with a view to a possible commercial union of the empire. It was generally recognized by the members that a uniformity of tariffs was not attainable, but at the same time a uniform differential duty in favour of British goods, as opposed to foreign products was considered desirable.

London, May 3.—During the discussion which took place at the Imperial Conference to-day on the subject of the Commercial Union of the Empire, and the colonies, should



